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OVERLAND CHINA MAIL
(PUBLISHED EVERY
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Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world \$12.
per annum.

No. 16,777.

號十二月二年七十百九千壹

HONGKONG, TUESDAY, FEBRUARY 20, 1917.

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PRICE, 35.00 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:
A. S. WATSON & Co. Ltd.
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HONGKONG.
TEL. 616.



ANY EUROPEAN, Non ASIATIC or
INDIAN desiring to leave the
Colony should apply in person at the
Colonial Police Station between the hours
of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to Register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms of
Registration giving the particulars
required may be obtained at the S.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
NIGHT CARS
8.00 p.m. and 9 p.m., 9.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.
SATURDAY.
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 noon Every 10 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
NIGHT CARS as on Week Days.
SATURDAY.
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.
Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season ticket will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Comproadore order
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General Manager.

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Castings, Forgings, Repairs and Supplies.

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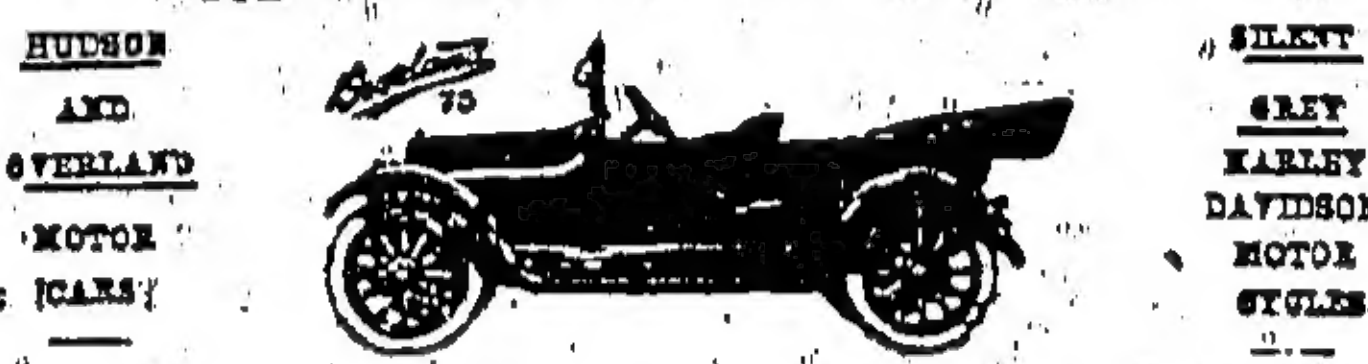
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COMPLAINTS SUCH AS COUGHS, COLDS,
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Oil Drilling Cables of any size up to 3,000 feet in length

Price, samples and full particulars will be forwarded on application to

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Hongkong, April 11, 1913

501



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25 YEARS IN WOOD.

A. S. WATSON & Co., Ltd.,

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(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 feet long.

Town Office, 48, CONNELL ROAD CENTRAL HONGKONG. Telephone No. 418.

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Estimates furnished on application.

Hongkong, April 11, 1913.

WONG PING WA, Manager.

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In Casks of 375 lbs. net.

In Bags of 950 lbs. net.

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GRILL ROOM

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ADMIRABLY SITUATED AT VICTORIA GAP.

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Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies
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Electric Lifts, Fans and Lighting,
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Best of Food and Service.

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Manager.

TANG YUE TAT, successor to
the late SIEN LING.

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TERMS VERY MODERATE.

Consultation free.

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

CROWN COLONIES AND COMPULSION.

STATEMENT BY MR. LONG.

LONDON, Feb. 19.

In the House of Commons, the Rt.
Hon. Mr. Walter Long, Secretary of
State for the Colonies, stated that he
had been anxiously considering the
question of compulsory local military
service for European British subjects in
the Crown Colonies in which compulsion
does not exist, but he was not prepared
to adopt any further change at present.

HEAVY FIGHTING IN MESOPOTAMIA.

LONDON, Feb. 19.

An official report from Mesopo-
tamia states:
We occupied two front lines of
850 and 540 yards respectively at
Sunnaiyat.

Two heavy counterattacks were
made by the enemy. The first was
repulsed; the other was partially
successful, forcing back our right to
the original line. Our left was with-
drawn at dusk.

We made further progress west-
ward of the Shumran Bend.

THE WESTERN FRONT.

BRITISH RAIDING OPERATIONS.

LONDON, Feb. 19.

Field-Marshal Sir Douglas Haig
reports a successful raid south of
Souchez. We blew up a mine-shaft
and destroyed several occupied dug-
outs.

ARTILLERY WORK ON FRENCH FRONT.

A French communiqué reports
lively artillery work in the sectors
Avocourt, Pepper Hill and Bezon
Vaux. The French destructively
bombarded enemy organisations
north of Damloup.

ZEPPELIN BOMBS BOULOGNE SUBURBS.

LONDON, Feb. 19.

A French communiqué states that a
Zeppelin on the night of the 17th inst.
drew over the French coast from the
Straits of Dover to the suburbs of
Boulogne, and threw several bombs, but
without result.

PORTUGAL'S AID.

LISBON, Feb. 19.

In the Chamber Senhor da Costa, the
Finance Minister, declared that the
Allies could rely on Portugal's efforts
and sacrifices. (Loud applause.)

THE SUBMARINE PIRACY.

SHIPPING LOSSES.

LONDON, Feb. 19.

The steamers *Lady Ann*, *Marie*
Leophardt, *Marion Dawson*, *Queens-*
wood, *Romisdalen*, *Valdes* and two
small craft have been sunk.

The total, including the *Bibby*
liner *Worcestershire*, is about 20,000
tons.

A number of men are reported
killed or missing.

RUSSIAN MERCHANT SHIP CONSTRUCTION.

PROPOSED STATE ADVANCE.

PETERSBURG, Feb. 19.

The Minister of Industry has intro-
duced in the Duma a Bill providing for
Government advances to the amount of
a hundred million roubles to build
merchantmen.

THE WAR LOAN.

STATEMENT BY THE CHANCELLOR
OF THE EXCHEQUER.

LONDON, Feb. 18.

In the House of Commons Mr. Bonar
Law stated that at least £200,000,000
of new money had been subscribed to
the war loan, not including the con-
tributions of the Banks. (Loud cheers.)

Mr. Bonar Law added that it was
desirable to avoid direct contributions
from Banks. When he was asked weeks
ago what amount of new money would
constitute success he replied "Six
hundred millions."

THE IMPERIAL WAR COUNCIL.

LONDON, Feb. 18.

Mr. Bonar Law stated in the House
of Commons that the subjects for
discussion by the Imperial War Council
would not be decided until the Overseas
representatives arrived. The Govern-
ment would not interfere with anything
the Council desired to discuss. The
question of the administration of
Ireland was a matter for the Imperial
Parliament.

POPPY FOR OPIUM PRODUCTION IN INDIA.

LONDON, Feb. 19.

Referring to experiments which are
being conducted in India regarding
the comparative merits of different
varieties of poppy for opium produc-
tion, the Imperial Institute says
there seems to be no reason why in
course of time an Indian product
equal to the Turkish should not be
forthcoming. The quality of Indian
opium can, however, be considerably
enhanced immediately by improving
the present methods of collection and
preparation.

AN INDIAN MEMORIAL AT BRIGHTON.

LONDON, Feb. 18.

The India Council has sanctioned
an expenditure of £750 on a proposed
Indian memorial at Brighton. The
Town Council of Brighton has voted a
like sum. The site for the mem-
orial is on the Downs, close to the
town, where the Indians established a
crematorium.

OBITUARY.

LONDON, Feb. 19.

The death is announced of Sir Ben-
jamin Franklin K.C.I.E., Hon. Physician
to the King, and late Director-General
of the Indian Medical Service.

(Continued on Page 5.)

INTIMATIONS

THE CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Offices of the Company, 50 George Street, Singapore, on FRIDAY, the 23rd February, 1917, at 11.30 a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1916, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 19th February, 1917, until FRIDAY, the 23rd February, 1917, both days inclusive.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, Feb. 13, 1917. 1493

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 24th day of FEBRUARY, 1917, at 10.30 a.m. for the purpose of receiving the Report of the Board of Directors together with a statement of Accounts for the year ending the 31st December, 1916.

The REGISTER of Shares of the Corporation will be CLOSED from MONDAY, the 19th FEBRUARY, to SATURDAY, the 24th FEBRUARY, 1917 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
N. J. STARR,
Chief Manager.
Hongkong, Feb. 9, 1917. 1492

WAR LOANS INVESTMENT TRUST OF MALAYA.

(INCORPORATED IN THE FEDERATED MALAY STATES).

CAPITAL \$500,000 —
in shares of \$100 each (Straits currency) fully paid.

THE Shares bear interest at the rate of 6% per annum which together with repayment of capital will fall due on the 1st day of JANUARY, 1918. Interest accrues from the 1st day of the month following the date on which subscriptions are received and will be paid half yearly on 1st January and on 1st July.

Copies of the prospectus and forms of applications for shares can be obtained from and subscriptions will be received by any of the following Banks:

THE CHARTERED BANK OF I. & C. BANKING, THE HONGKONG & SHANGHAI BANKING CORPORATION,

THE MERCHANTS BANK OF INDIA LTD.
Hongkong, Jan. 9, 1917. 1497

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914, £23,970,367.

I—Authorized Capital £5,000,000
Subscribed Capital £4,500,000
Paid up Capital £2,437,500

II—Fire Funds £1,387,947
III—Life & Annuity Funds £17,537,590
Sinking Fund account £23,970,367

Revenue Fire Branch £2,381,456
Life and Annuity £1,141,593
Revenue Marine Department £37,239
Other Receipts £78,941

£5,339,228

The Accumulative Fund of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's business.

SHEWAN, TOMES & CO.
Agents.

JAPANESE MAKERS

Every kind of Footwear
MADE TO ORDER



CHERRY & CO.

"KODER STREET",
Telephone No. 1491.
Hongkong, March 2, 1917.

INTIMATIONS

NOTICE.

ARNHOLD, KARBURG & COMPANY
(In Liquidation).

NOTICE is hereby given that all claims against the above Estate should be filed with the Liquidators on or before 25th February, 1917.

DODWELL & CO., LTD.
Liquidators.
Hongkong, Feb. 14, 1917. 1495

COLUMBIA RECORDS.

"Chin Chin" Vocal Gems.
Col. Opera Co.
Waltz Orchestra

(Mon Chant est Four Toi Band)
(Solace Value)

(Destiny Waltz)
(In a Monastery Garden)

(On my way to Dublin Bay Band)
(China Town my China Town)

THE ANDERSON MUSIC CO., LTD.

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JUST RECEIVED

FINEST QUALITY

RIPE AMERICAN

APPLES

Packed by the Best Growers

Splendid Flavour.

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FOR SALE.

THE AUXILIARY HOUSE BOAT "COWAN" is a H. R. Parsons Paraffin Motor with complete outfit. New sails recently put up. Inspection invited. Addressed by letter only to

SANG KEE,
Co. Proprietors,
Hongkong and Shanghai Bank,
Hongkong, Feb. 16, 1917. 1500

SILIMPON (SEBATTIK) COAL.

THE undersigned having been appointed agents for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL delivered into Bunkers at SEBATTIK or SINDAKAN (British North Borneo).

SILIMPON COAL comprises favourably with the better grades of Japan Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SINDAKAN exclusively for SILIMPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebattik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuku Bay (Sebattik Harbour). Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents Cowie Harbour Coal Company, Limited.

1507

MARTIN'S APOLLO PILLS

A French Preparation for all ailments of the Digestive System. It is a powerful laxative and purgative, and is recommended by all the leading medical authorities. It is sold in all the leading chemists and druggists.

MARTIN'S APOLLO PILLS

EUROPEAN AGENCY.

WHOLESALE Indents promptly executed at lowest cash prices for all British and Continental goods including:

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Commission 2½ to 5%.

Trade Discounts allowed.

Special Quotations on Demand.

Sample Cases from £10 upwards.

Consignment of Produce sold on account.

WILLIAM WILSON & SONS
(Incorporated 1914).
25, Abchurch Lane, LONDON, E.C.4.
Cable Address: "WILSONS" LONDON.

MAGNUMS

50

CASTLES

CIGARETTES

Perfectly made from the choicest growths of Old Virginia Tobacco

MADE IN ENGLAND

W. D. & H. O. WILLS

QUARTERMASTER-GENERAL.

WONDERFUL WORK OF SIR JOHN COWAN.

Whatever the historian of the future may have to say about the present war, he will be compelled to acknowledge that no army in the field was ever fed, clothed, lodged, medically treated, and armed as the British forces have been for the past two years. But this is not the whole story. We might express satisfaction if this had happened to our Army on its old frontiers. But it is now twenty times as large as it was when hostilities commenced, and the cadres of our organization have had to be expanded in this ratio. Think what this means. Food, clothing, transport, munitions have had to be found in quantities which make the imagination gasp. Organization has had to be improvised suddenly out of nothing. The Army Service Corps alone now contains many more men than the whole of the Regular forces at the outbreak of the war.

For all this work the Quartermaster-General of the Forces is responsible. Under the King's Regulations, his duties include the supply of all the food, forage, housing, clothing, equipment, and transport of the troops. He has to find horses and mechanical transport, provide trains and ships, and distribute the arms, and ammunition provided by the Master-General of the Ordnance. He is not responsible for the care of the health of the men, but the Army Veterinary Service is under his control.

Such is the task, made gigantic and overwhelming by the scale upon which we have been compelled to wage war, which Sir John Cowan has had to face. And the way in which he has accomplished it will always remain one of the brightest spots in the long and splendid story of our national effort.

Nothing and Transport.

Difficulties apparently insurmountable had to be faced from the very start. The barracks accommodation in the United Kingdom in August, 1914, was sufficient for less than 180,000 troops. Within nine months, accommodation had to be found for a million and a half. It was done. But still the manhood of the country continued to flock to the colours, and they were provided for in billets, in huts, in camps, and in hired buildings.

But while this was being done the Expeditionary Force had to be moved over to France. How swiftly and silently that was done is in the memory of us all; at the busiest period of the year, 1,800 special trains rushed the troops to the southern ports, while swift steamers bore them across the Channel. Ever without ceasing, a continuous stream since then, by day and by night, of men and stores have followed.

That was not all, not nearly all. From the very ends of the earth the sons of the Empire came to her assistance. From Australia, from Canada, from India, the soldiers of the King came in their hundreds of thousands, some to Egypt, some to Europe, some to the Mediterranean, some to Mesopotamia. Divisions had to be sent to India to take the place of those more seasoned troops who were wanted at the front. Day by day the work has gone on since; to and from all these places have gone drafts and reliefs, stores and forage, the sick and wounded have been brought home.

The mere weight of supplies reaches an appalling total of millions of tons. The soldier, from the outbreak of war, is dependent upon the State for all his needs. In order to supply him, Sir John Cowan and his staff have created a system which has worked with the utmost efficiency. There are no copy-tracks; all supplies are obtained from

central stores and shipped overseas from the military depots. These central stores have been filled by direct purchase, the middleman's profit has been eliminated, and millions have been saved. Meat was supplied from the refrigerators on board the ships, thus doing away with the wasteful methods of driving live cattle behind the marching armies. Result: the soldier's meat ration has cost less than one-half it did during the South African War.

But ships and railways could not do everything to bring the soldier his supplies. There was the question of road transport to be considered—transport for troops, by the million. No system for meeting anything outside the claims of the original Expeditionary Force had ever been contemplated; transport for the new armies had to be improvised from the beginning. The Army had then 25,000 horses; by the end of last year 710,000 were at work.

But horses and mules played but a small part in the matter of transport. This is a war of machines, and in no respect has the use of machinery been more extended than in mechanical transport. Before the war had been in progress for seven months 8,000 motor lorries were at work. Many as there were in the United Kingdom at the outbreak of hostilities. Since then the number has been enormously increased.

CLOTHING AN EVER GROWING ARMY. Then as to the clothing of the soldier. Some of the figures are astounding. The normal requirements per annum of boots for the Army was 245,000 pairs. In nine months nearly eight million pairs had been provided. Since then the figures have more than doubled. Tens of millions of pairs of trousers, of jackets, of shirts, of socks, have flowed from the powerful store-houses which have sprung up at the call of Sir John Cowan's magic wand. Millions of skins have been found to line the coats of Tommy Atkins in the winter season.

But this is not all. With the British Treasury and British manufacturing power behind you, you can get what you want by paying for it. But waste always follows in the train of profusion. The Quartermaster-General has not overlooked this fact. He has created a branch of his department whose duty it is to keep an eye on this waste, and devise means of checking it. This has been done with eminent success. Schools of cookery have been formed, in which many thousands of male cooks have been trained in the best method of preparing the soldier's food. Not only has this resulted in Tommy Atkins being better fed, but it has actually led to a saving of the most ration, which represents a reduction of the taxpayers' burden of some millions a year.

Such is a bare outline of the work which Sir John Cowan has done for the Empire. How great it is, how wide are its ramifications, and how well it has been carried out are known to the Army. They ought to be known and appreciated by the people as well.

COUGHING INTO CONSUMPTION

"Only a Cough" but you stop it while it is ONLY a cough.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

The finest preparation made for combating severe coughs. Cures any cough that is only a cough. Very palatable. OF ALL CHEMISTS.

Prices: 3/- and 2/6.

INTIMATIONS



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SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

CLARK & Co.
SCIENTIFIC OPTICIANS
17, MARK BLDGS, CHATER RD.
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Hongkong September 4, 1916.

HONGKONG & WHAMPOA DOCK Co., Ltd.

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To-day's Advertisements

LOST.

FOX TERRIER PUP (Bitch) at Old Post Office Building, suitable reward. Apply GRACIO EGYPTIAN TOBACCO STORE, Hongkong, Feb. 20, 1917. 1513

WANTED.

A FLAT or UPPER FLOOR of about 10 ROOMS situated between Lee House Street and Wyndham Street. Apply to DR. KITASHIMA, 60 M.B.K. LTD., Hongkong, Feb. 20, 1917. 1514

SITUATION WANTED.

YOUNG AMERICAN, willing and industrious, good references, seeks employment any capacity. Apply C/O CHINA MAIL OFFICE, Hongkong, Feb. 20, 1917. 1515

NIPPON YUSEN KAISHA, NOTICE TO CONSIGNEES.

THE Company's Steamship, "KITANO MARU," having arrived Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be sorted out and marked by mark and delivery can be obtained as soon as the Goods are landed.

Unloaded Goods will be carried on unless instructions are given to the contrary before Noon. To day.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Co's representative at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA, Agents, Hongkong, Feb. 20, 1917. 1516

THE DIARY

MEMO FOR TO-MORROW.
Ash Wednesday.

General Memoranda.

THURSDAY, Feb. 22:—
Washington's Birthday.
2.30 p.m.—Auction of Household Furniture, Piano, etc. at 7 Middle Row, Kowloon.
FRIDAY, Feb. 23:—
Hongkong Stock Exchange Settlement Day.
11.30 a.m.—China Provident Loan and Mortgage Co's Meeting.
2.30 p.m.—Auction of Household Furniture, Piano etc. at 17 Kennedy Road.
SATURDAY, Feb. 24:—
10.30 a.m.—Auction of Miscellaneous Stock at Messrs. Hughes and Hough's.
Noon.—Hongkong and Shanghai Banking Corporation's Meeting.
Mon. 25, Tues. 27 & Wed. Feb. 28:—
"Hongkong Jockey Club Race Meeting."
TUESDAY, March 1:—
St. David's Day.
SATURDAY, March 3:—
H.K. Jockey Club Race Meeting "Off" Day.
THURSDAY & FRIDAY, March 9:—
H.K. Society's Annual Flower and Vegetable Show.

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RACE BOOK.

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Secure speedy return of your Race Book should you mislay it.
Name and Year printed on the cover in gold at the CHINA MAIL Office.
Price fifty cents.

from the newspapers of the other Eastern Colonies, the standard of patriotic duty among the men of those communities eligible for military service does not fall below the standard in Hongkong.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
O Shiu Ting, £10

The small-pox cases notified to the in the Colony last week numbered 42. One was a Japanese case, all the others being Chinese. There were 35 deaths. The only other cases of communicable disease reported during the week were two fatal Chinese cases of diphtheria.

A Chinese seaman met with a fatal accident while working aboard a ship in the harbour yesterday. He was employed in the 'tween decks and accidentally fell into the lower hold fracturing his skull. Death was instantaneous and the deceased was removed to the mortuary at Kowloon.

At a meeting of the Sanitary Board this afternoon, Mr. Trautman, President of the Board, mentioned that Inspector Millington, now at the front, had been awarded the military medal. Alluding to the return from leave of Dr. Pearce, the Medical Officer of Health, the President complimented Dr. Woodman, who has been acting on M.O.H. on his splendid work during the small-pox epidemic, and on the motion of the President the Board unanimously passed a resolution expressing their appreciation of the services rendered by Dr. Woodman.

At the Helens May Institute yesterday afternoon Mr. G. P. de Martin, B.A., gave an able and most interesting lecture on Portuguese and Spanish colonisation in the 16th century. He began by sketching in rapid outline the prior colonising activities of the Genoese and Venetians, within the limits of the then known world, and then dealt with the discovery of America, the voyages of Diaz and Vasco da Gama and the foundation of the Spanish and Portuguese Colonies in America, Africa and India. Finally Mr. de Martin pointed out in a few brief sentences how profoundly these discoveries affected the geographical and general knowledge of the age and touched upon the changes which followed in the trade activities of Europe. At the conclusion of the lecture, Mr. de Martin was accorded a hearty vote of thanks.

The Shropshires won in the final tie of the football contests at Singapore last week and H.E. The Governor (Sir Arthur Young), in presenting the cup said some people sneered at football, but to his mind, it was a most excellent game for any man to play, for it brought out all the good qualities of a man, qualities especially required by soldiers, quickness and strength and self-reliance, and, above all, unselfishness. He was especially glad that the Shropshires had won. They had been there for nearly two years, and during that time had made many friends by their good behaviour and sportsmanlike qualities, and he hoped that they would soon have granted them the dearest wish they had, and that was to meet the enemy when he felt sure they would give a good account of themselves.

CLOSING QUOTATIONS.

China Sugars 3.20 nominal
Malabars 33 b x d
Wharves 80 sellers
China Lights 4.65 buyers
Shai Cottons 111 sellers

BEWARE OF COLDS.

CHILDREN are much more likely to contract the contagious diseases when they have colds. Whooping cough, diphtheria, scarlet fever and consumption are diseases that are often contracted when the child has a cold. That is why all medical authorities say beware of colds. For the quick cure of colds you will find nothing better than Chamberlain's Cough Remedy. It can always be depended upon and is pleasant and safe to take. For sale by all Chemists and Storekeepers.

CRIMINAL SESSIONS.

The Criminal Sessions were resumed to-day before the Chief Justice, Sir Wm. Rees Davies, K.C. The Hon. Mr. J. H. Kamp, Attorney-General, prosecuted, and Mr. Chan (instructed by Mr. M. W. Fox, solicitor) appeared for the defence.

CHARGE OF MURDER.

The hearing of the charge of murder against Chan Chu commenced yesterday was resumed.
The first witness called was the head lighterman of lighter No. 68 on which the accused and also, the deceased were employed. Witness said he saw deceased after the assault with his head lying against a hatch cover which was leaning up against a captain. He did not see deceased before or at the time of the assault.

The Attorney-General: Was the hatch like that? (shown photo).—Yes.

About what time was it you saw deceased lying down?—About 1.45 p.m.

The hatch cover was produced in Court and witness was asked to demonstrate the position in which he saw deceased.

His Lordship, comparing with the photo, particularly drew the attention of the Jury to this, as it was an important point in the case.
Questioned, the witness said he saw deceased lying with the right side of his head against the hatch cover. He assisted in taking deceased to the Company's office.

Further questioned as to whether he saw the accused strike deceased, witness said he did not see it.

Mr. Chan: Did you see the two watchmen?—No.
Did you ever see the deceased and the accused fighting or quarrelling?—They had only been employed on the lighter for 12 days. I knew of no quarrel between them.

Did you see the accused after he was arrested?—No.

Dr. W. B. A. Moore, being recalled, was shown the position of deceased as described by the first witness.
The Attorney-General: Were there any injuries on the right side of deceased's head?—No.

Were there any injuries excepting those described on the left side which might have caused the rupture of the blood-vessel?—No. The injuries on the left side might have caused the rupture.

Mr. Chan: If deceased fell and struck his head on the left side, could the blow from the fall cause the rupture?—Yes.

His Lordship: Could the fall have caused the rupture?—Yes.
The Attorney-General: Was there any evidence to show that the deceased fell sufficiently heavily to cause the rupture?—No.

After evidence of identification of the capstan bar and the hatch cover, Mr. Chan addressed the Jury. He said that the case for the defence was a simple one. The death was undoubtedly due to an accident—a fall for which the accused was not responsible. He pointed out that the deceased and the accused had only known each other for a short time and had been good friends. They had borrowed money from one another and had gone to the theatre together. There had been no ill-will. He was sure the Jury would agree with him that there was no reason for the alleged crime. It was likely that the deceased had had drink and had fallen, thus causing death; or in the alternative, it was more likely that the deceased was the aggressor and to blame.

The Court adjourned for the tiffin interval.
In summing up, his Lordship said he should like to congratulate Mr. Chan who had conducted his case with tact and ability. He had only been practising for a short time and this was the second occasion on which he had appeared in that Court. His Lordship said he was sure Mr. Chan would be an acquisition to the Bar.

The Jury, after a short retirement, brought in a verdict of "Guilty of manslaughter with provocation" and recommended prisoner to mercy.
Prisoner, asked if he had anything to say, replied that he did not commit the crime.
His Lordship: I do not think you intended to kill him; if I did I should

pass a severe sentence. You lost your temper and struck the deceased in a rage. Three years' hard labour.

DISOBEDIENCE OF BANISHMENT ORDERS.

Ip Chan, pleaded guilty to an indictment of returning from banishment.

The Attorney-General said that the accused was deported in 1913 for 20 years and had returned six times.

In passing sentence, his Lordship said he was going to pass a long sentence—three years' hard labour. This Colony did not want men of prisoner's class here.

Chan Wa Hing, who also pleaded guilty to returning to the Colony after having been deported for 20 years, was sentenced to two and a half years' hard labour.

He was first sent away for five years in 1912 but returned again in April, 1913 and was sentenced to six months in addition to being banished for 20 years.

THE MAGISTRACY.

CONCEALING SMALLPOX CASES.

Two Chinese women, each charged with concealing a case of smallpox, was brought before Mr. Melbourne this morning.

A European Sanitary Inspector said that he went to a house in Bridges Street and found the first defendant hiding with a child infected with smallpox. After removing the defendant and the child to the hospital he returned to the house and found the second defendant who also had a child infected with the disease.

Both defendant pleaded ignorance of the law but a fine of \$25 was imposed in each case.

A DESERTER WHO STOWED AWAY.

A Japanese charged with stowing away aboard the *Siberia Maru* from Manila was brought before Mr. J. R. Wood this morning.

Sergeant Pincoot stated that the defendant was a deserter from the crew of the *Korea Maru* which he had left while the ship lay at Manila and the steamship Company had charged him with being a stowaway in order that he would be taken to Japan and prosecuted for desertion.

The defendant said that he had only stowed away because he had insufficient money to pay his passage.

A sentence of one month's hard labour was imposed.

THEFT OF WATER PIPE.

A Chinese coolie was charged before Mr. Wood with the theft of 22 lengths of iron water pipe, valued at about \$100, from the Hongkong University.

The defendant pleaded not guilty, stating that he had merely been employed by other men to carry the pipe to the *s.s. Charles Hardman* which lay at the Wing Lok Street Wharf.

Mr. Walter R. Noble, Instructor at the Hongkong University, prosecuting for the University, stated that the stolen pipes, the property of the Hongkong University, had been used to carry water to the University buildings until they were unscrewed by the thieves.

Sergeant Payne said that the pipes were being removed from the University recreation grounds and carried to a truck on Pokfulam Road.

Evidence was taken and the case remanded until to-morrow.

ALLEGED EMBEZZLEMENT AT SHANGHAI.

In H. M. Supreme Court, Shanghai, on the 18th instant before Sir Hartland de Saumarez, Judge, and Messrs P. Oughton, A. J. P. Heard, H. Quelch, N. Smith and C. May, jury.

P. J. Howard, pleaded not guilty to a charge of having during January and June 1916, been being then secretary and general manager of a certain public company, the Central Garage Co., Ltd., fraudulently applied to his own use the sum of \$5,592.80 the property of the company, such sum being over and above the monthly salary and commission credited to him.

Mr. A. G. Mooson, with whom was Mr. S. H. McKean, appeared for the prosecution, and Mr. F. Ellis for the defence.
The Jury, after a short retirement, brought in a verdict of "not guilty."
The arrest of the accused who had made a large number of friends in the Settlement created quite a sensation in Shanghai.

TICKLING IN THE THROAT.

GIVEN the slightest tickling or hoarseness in the throat may be the forerunner of a dangerous illness. Stop it at once with Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

CHINA AND GERMANY.

CABINET CONFERENCES.

(Wah Tse Yat Po's Service.)

PEKING, Feb. 19.

On receipt of a telegram from the Chinese Minister at Berlin, reporting fully upon Germany's submarine policy, the Cabinet held a special conference which lasted five hours. The consensus of opinion was that the time for taking the second step is now ripe.

The Cabinet has wired to the Minister at Berlin asking for a report on Germany's attitude towards the Note of Protest sent by China.

At a meeting of the Cabinet yesterday it was decided that with the exception of the German Legation and Consular Officials, German merchants and missionaries shall be allowed to remain in China in the event of a rupture of diplomatic relations.

LUNG CHAI KWONG AND HIS MINING OFFICE.

PEKING, Feb. 18.

Lung Chai Kwong has cable requested that his mining directorship in Hainan should be placed under the direct control of the Central Government, so that he cannot be interfered by the Civil Governor of Canton.

GERMAN STEAMERS AT MANILA.

A WRIT OF ATTACHMENT.

Following the break of relations between the United States and Germany, and the possible seizure by the American Government of German steamers detained in Philippine waters, suits involving the recovery of nearly half a million pesos for money and supplies given by Behn Meyer and Company to the 21 German steamers detained in Manila, Cebu and Zamboanga Bays, were filed last week in the court of first instance, against the steamship companies owning those vessels, says the *Manila Times*. The suits, 21 in all, one for each vessel, allege that on August 1, 1914, on account of the declaration of war by Germany against the United States and other nations, it became necessary to detain German vessels plying on high seas in neutral ports. The plaintiff claims that it has been acting as agent in the Philippines for those steamers. It asks for the attachment of the vessels pending decision by the court, for which it has filed bonds equivalent to the amount sought to be recovered in each case. Judge Ostrand has issued the writs of attachment prayed for.

The defendant companies are Norddeutscher Lloyd S.S. Company owning eleven of the vessels in question, the Hamburg-America Line owning four of them, the Deutsch-Australische Dampfschiffahrtsgesellschaft owning three of them, M. Jenson owning two, and the Deutsche Seepost, A.G. owning one. It is alleged that these firms have their central offices in Germany, and have other property in the Islands than the ships they own.

The amount sought to be recovered includes not only the sum of money and cost of provisions given to each of these steamers for their maintenance and support of their crew, but also the expenses incurred by Behn Meyer and Company in transporting their cargoes.

"WHERE GREEN THE ARTS OF WAR."

THE MAILED FIST OUTCLASSED.

Interesting notes on the evolution of war equipments since August 1914 are supplied by Mr. Henry Wood, the United Press correspondent with the French Army.

Germany, it is now clear, has been unable to maintain her former superiority in military progress, discovery, and invention, and had to adopt the newer and more effective means of warfare developed by her enemies since the beginning of the struggle.

All France admits that 20 months ago Germany rather led the world in military progress and invention. She had been quick to equip her legions with every new device, such as neutral coloured uniforms. She began the war with an untested superiority of equipment, material, and methods. Now she is copying her antagonists. A list of devices which she has borrowed, or stolen, or tried to adapt from the French has been compiled and authentically established.

In light artillery the Germans have so far failed to match the French, who originated, developed, and perfected the barrage fire which is now one of the most effective weapons being employed in the present war. The enemy can even yet use this method only as far as his inferior light artillery will permit.

The French were the first to equip their "deadly 75" shells with a prolonged nose and delayed fuse, which prevents the shell from exploding until it has entered deep into the ground. The Germans since July last have substituted all of their universal shells filled with explosives, No. 96 and No. 14, with this new French type of shell.

The French light artillery also discovered the "Roches" shell, too, is being copied by the Germans.

The French secret of loading precisely an enemy's battery by the sound waves coming from its discharge is said to have been since found out by the Germans.

In July 1915 France adopted the steel helmet which has reduced the head wounds in her army 25 per cent. Since that time the Allied armies, as well as the enemies, have adopted this protection. The use of gas has been discovered.

TRAINING TIMES.

TO-DAY'S GALLOPS.

It was fresh and bright and clear at the Valley this morning, and the going was good, though a little cut up; nevertheless it was a fast course. Herolint, with Moller up, went the Derby distance in 3.30.2, last mile 2.16.2, last half, 1.08.8 and last quarter 30.4. Silver Streak did a flying three-quarters, 30.1, 1.01.2, 1.38.4; last quarter 32.2. His time would have been better if he hadn't got mixed up with a pole in front of him coming down the straight. Victory Dabla was taken over a mile by Burkill, accompanied by Advances Dabla. The quarters were 33.2, 34.4, 32.4, 31.1. The feature of the performance was the way he answered and came away when urged by his jockey.

The times taken were:—

THE GUNNER, 1 mile, 38, 1.13, 1.44.17 last 1.11.1.
SANDY, 1 mile, 36, 1.11.2, 1.41.5; last 1.30.
NORTHLAND, 1 mile, 32, 1.03; last 1.30.
HEROLINT, Moller, 11, 40, 1.14, 1.49, 2.26.4, 2.59.3, 3.30.2; last 3.04.
WARRIORLINT, Moller, 11, 38, 1.14, 1.50, 2.23.1, 2.55.1; last 3.32.
SILVER STREAK, 1 mile, 30.1, 1.01.2, 1.33.4; last 32.2.
STAR OF DOON, 1 mile, 35, 1.07.2, 1.39.2; last 31.
JACOBITE, 1 mile, 35, 1.07.2, 1.40; last 32.3.

VICTORY DABLA, Burkill, 1 mile, 35.2, 1.10.1, 1.43, 2.14.1; last 31.1.
GLORINDA PEARL, Seth, 1 mile, 36.2, 1.07.3; last 31.1.
BRIGHT PEARL, 1 mile, 38.3, 1.10.1; last 31.3.
TITLESHOE, Knoll, 11, 47.2, 1.28.2, 2.07, 2.45.2, 3.19.1, 3.46.3; last 30.2.

BROWN MOUSE, Knoll, 1 mile, 34.2, 1.06.2, 1.39.1, 2.12; last 32.4.
FLY, 1 mile, 34, 1.06, 1.38.3; last 32.8.
MANSTER, 11, 37, 1.14, 1.49, 2.23.1, 2.55.2; last 35.1.
CAPTAIN, 11, 38, 1.13, 1.49.2, 2.23.2, 2.56; last 32.3.
OAK BAY, 1 mile, 38, 1.14, 1.48.4, 2.19.3; last 30.4.

YID, Sedgwick, 11 last mile, 34.2, 1.08.1, 1.40.2, 2.18.4; last 33.2.
IRE, Sedgwick, and Son, 11, 44, 1.22, 2.00.2, 2.37, 3.12.4, 3.48; last 37.1.
MO, 1 mile, 34, 1.06, 1.38.3; last 32.5.
DARWIN, 1 mile, 34, 1.09, 1.43; last 34.

DARWIN, 1 mile, 34, 1.09, 1.44; last 34.5.
TOM COCKING, 1 mile, 34.2, 1.06, 1.42.2, 2.18; last 36.3.
CLOUTLANDS, Sedgwick, 1 mile, 35.2, 1.10.2, 1.45.4, 2.19; last 33.1.
BERNARDON, Barton, 1 mile, 38.2, 1.14.1, 1.46.3, 2.19.3; last 33.

BROWN DEAR, Sedgwick, 1 mile, 34.2, 1.07, 1.40.2; last 33.2.
WHIP BANG, 1 mile, 39.3, 1.12.2, 1.53.5, 2.26.3; last 32.4.
KNIGHTLINT, Moller, 11, 36.2, 1.12, 1.47.3, 2.23, 2.57.2, 3.32.5; last 35.
FIREWORKS, Knoll, 1 mile, 34, 1.06.1, 1.40.1; last 32.

PERLEAS PEARL, Moller, 1 mile, 36.3, 1.13.3, 1.46.1; last 32.3.
SANDY, 1 mile last 1, 35, 1.09, 1.43.4; last 34.4.
HORN HORN, 11 last 1, 35, 1.09, 1.44.1; last 33.1.
THE JIGGER, Moller, 1 mile, 40.2, 1.16, 1.49.2; last 32.2.

NOTED BENEFACTOR'S DEATH.

PURCHASER OF THE KITCHENER LETTER FOR £5,000.

One of the most noted benefactors brought to the notice of the public by the war died recently in the person of Mr. Thomas Fenwick Harrison, of King's Walden, Bury, Heris.

It was Mr. Harrison who gave £20,000 to the Red Cross sales for Lord Kitchener's letter appealing for more men, and he afterwards gave £50,000 to the Kitchener Memorial Fund, stipulating that it should be used for the relief of cases needing prompt assistance. Among his other gifts this year were £1,000 to the Cripples' Pension Society and £1,000 to St. Bartholomew's Hospital. He has given several motor-ambulances to the Red Cross Fund, and it was through his generosity that the Kitchener Memorial Fund was enabled to arrange for 50 mothers and wives to visit British interned prisoners in Switzerland.

Mr. Harrison had turned his beautiful home into a private hospital to accommodate 90 wounded soldiers, and his daughter took charge of it. He has also been in the habit of motoring up from Hitchin two or three times a week with his car full of flowers and fruit for the patients at the institution kept by Sister Agnes Grosvenor street, and for the Army hospital at Millbank.

Mr. Harrison, who was 64, was a member of a wealthy Liverpool shipping family. He retired from business, however, at the age of 27, and devoted himself to a country life in Hertfordshire.

2100 ENTERTAINMENT TAX FINE.

Lazarus Greenberg, proprietor of the "Empire Cinema," Commercial-road, F was at Thames Police Court recently fined £100 for not defacing Entertainment Tax stamps, and his son, Harry, was fined £25 for assisting people to do so. The cinema, without paying the duty, was the first prosecution under the Entertainment Tax Act.

EARLIER TELEGRAMS.

(Continued from Page 1.)

THE FIGHTING IN FRANCE.

FURTHER ADVANCE.

HEAVY ATTACK BY BRITISH.

LONDON, Feb. 18.

Reuters special correspondent, describing the battle around Marigny, says that it was the heaviest attack since the battle of Beaumont Hamel. The line of attack extended from a point south-east of Pys to Puisseux Road on a front of two miles. The operations were the continuation of a great tactical plan which enabled us to destroy the most formidable works and gain a footing on the highest ground between Grandcourt and Miraumont.

The attack was preceded by a deliberate bombardment to destroy the defence barbed wire, and was launched before dawn under cover of all available guns. The first objective was gained with little opposition. The attackers swept on to all the objectives on the left and carried them by seven o'clock, the British advancing well up to a strongly fortified line on the Albert-Arma railway. Daylight brought rain, clouds which enveloped the battlefield and put out of action the artillery. Thereafter there was fighting with rifles, bayonets and bombs. The fiercest struggle was at the centre where the British objective was a forty-foot mound with a sunken road fringed with machine guns. The Germans disputed the advance but by foot up the incline. The British had almost gained the crest when the Germans launched their heaviest counter-attack.

Grey waves swept down. The British retreated at short distance, maintaining a fierce rifle fire. Then the support arrived and ended the German advance, which gained little ground. Thereafter the fighting was desultory. The Germans failed to retrieve their losses.

Prisoners pay striking tribute to our artillery. The enemy casualties were very heavy and we also paid the price of victory, which was one of much importance.

French correspondents reveal that General Gough commanded.

The success aggravates the already critical positions of the Germans at Bapaume.

THE BALKAN FRONT.

FORTY-EIGHT HOURS BOMBARDMENT.

SUCCESSFUL BRITISH RAID.

LONDON, Feb. 19.

Reuters correspondent with the British at Salonika describes a highly successful raid at the strongly defended and advantageously placed Petit Couronne Hill west of Lake Doiran on the night of February 10.

The way was prepared by a forty-eight hours bombardment, over a wide area, so as not to betray the projected point of attack. It resulted in complete deception of the enemy, who bargained where there were no troops whatever.

The enemy's searchlight, which threatened the advance, was almost completely neutralised by our more powerful projector which focussed thereon, diffused its light. The enemy finally abandoned its use, and we quickly reached the trenches.

HEAVY WEEK FOR PARLIAMENT.

WAR LOAN RESULTS TO BE ANNOUNCED.

LONDON, Feb. 19.

To-day opens a crowded week in Parliament.

Mr. Bonar Law, Chancellor of the Exchequer, will in the afternoon announce the eagerly awaited results of the War Loan.

Sir E. Carson introduces the Naval Estimates on Wednesday, when the question of submarine will probably fill the bill, while it is expected that Mr. Lloyd George's negotiations with the Dominions, the Allies and the neutrals will be sufficiently advanced to enable him to make a statement on Thursday regarding the restrictions on imports.

SILVER MARKET.

LONDON, Feb. 19.

Silver is quoted at 38½ quiet.

WAR GOVERNMENT FOR AUSTRALIA.

MR. HUGHES PRIME MINISTER.

MELBOURNE, Feb. 18.

Mr. Hughes having resigned, he was thereupon entrusted with the formation of a "Commonwealth War Government," which includes Mr. Hughes, as Prime Minister and Attorney General, Mr. Cook, Navy; Mr. Forrest, Treasurer; Mr. Pearce, Defence.

Mr. Hughes, in a statement, says that the Ministry will carry out the people's desire to prosecute the war with the utmost determination.

A SPEECH BY ADMIRAL JELICOE.

WHAT THE NAVY DOES.

Admiral Sir John Jellicoe, First Sea Lord, on being made a freeman of the Fishmongers' Company on the 11th ult., made a splendid speech.

For the benefit of those silly people who ask "What is the Navy doing?" he said—

The British Navy comprises nearly 4,000 vessels—battleships, battle-cruisers, light cruisers, destroyers, submarines, mine sweepers, patrol, and miscellaneous craft.

These ships are at work in the White Sea, the Atlantic, Pacific, on the East and West Coasts of Africa, in the Mediterranean, Adriatic, Persian Gulf, Tigris and Red Sea.

The cruiser squadron in home waters stops and examines 30 ships of all kinds every week.

Over seven million of our troops have been carried overseas, together with guns, munitions, and stores by the mercantile marine, under the Navy's safeguard.

Nearly 2,500 mercantile skippers are employed as skippers, R. N. R.

WHO RULES THE NORTH SEA?

He explained that the conditions of modern warfare compelled the blockade of force to keep far from the enemy's base.

In spite of this, and in spite of the German boast as to the operations on which the German Fleet has searched the North Sea for the British Fleet, our enemies have on only one occasion ventured sufficiently far with their main fleet to give us an opportunity to engage them.

No vessels, neutral or British, have sighted the High Seas Fleet from its ports on any other occasion.

It is true that on August 10, 1916, the enemy's fleet came within measurable distance of the English coast, being sighted by some of our patrols, but turned back, presumably because the presence of our Fleet was reported by their aircraft.

[This was the occasion on which we lost the light cruisers Nottingham and Southampton, and the Germans two submarines and probably a battleship.]

SUBMARINE MENACE WILL BE MET.

The submarine menace to the merchant service is far greater now than at any period of the war, and it requires our energy to combat it.

It must and will be dealt with, of that I am confident. But we have to make good our inevitable losses, and to do this we are dependent upon the shipbuilding industry of this country.

The first essential is the wholehearted co-operation of the men in the shipbuilding yards and in the engineering workshops. In the same way as Sir Douglas Haig has appealed to the munition workers, I now appeal to the men in the shipyards and engineering shops to put forth their best efforts continuously and ungrudgingly.

THE NAVY IS READY. LET OTHERS DO AS MUCH.

Let there be no question of strikes; no lack of timekeeping, no slackening, let masters and men remember how great is their responsibility not only towards the Navy and the nation, but also towards our Allies.

Every man in the Navy is eager and prepared to do his duty. I ask that the nation should do its part by working with equal self-denying diligence.

If all do their part all will be well with us.

Of one prominent fact I can speak with full confidence, born of experience—

The Nation can depend on the Navy being Ready, Resolute, and Reliable.

Finally, Sir John Jellicoe gave a plain hint to the great shipping companies that they should provide out of their war profits for the wives and children of U-boat victims in the mercantile marine. The hearts of the officers and men would be lightened in the continued presence of danger and the recurring possibilities of disaster if they knew that those they may leave behind them would be cared for and educated.

THE PANAMA "SLIDES."

That the Panama Canal is a permanent work and that the slides there are only temporary difficulties caused by settling was the emphatic statement of Major General George W. Goethals, speaking recently at the twelfth annual dinner of the Explorers' Club at the Majestic Hotel, New York. His subject was "Slides and Slides of the Canal."

The slide a few days previously at Contractor's Hill, General Goethals explained, already has been partly cleared away, the promptness with which this was done being due to the fact that the engineers of the canal know beforehand where slides may be expected and make preparations to meet them.

Rear Admiral Robert E. Peary, U.S.N., retired, toastmaster, introduced General Goethals as "the man who made the greatest waterway in the world."

"EVERYWHERE AND ALWAYS FAITHFUL."

HOW THE IRISH BRIGADE LIVES UP TO HISTORIC PRAISE.

[BY PHILIP GIBBS, SPECIAL CORRESPONDENT OF THE "DAILY CHRONICLE."]

With the British "rimies in the Field," Dec. 14. "Sure, the Kaiser they say at the height of his fame."

And he boasts that he's gettin' the best of the game. "Dun't be talkin'," cries Haig. "I've a trump to be played. And the trump in my hand is—the Irish Brigade."

—A Song of the Irish Brigade.— I saw the Irish brigades last when they came marching out of battle after their capture of Ghinchy.

That was three months ago. Yesterday I saw the Irish soldiers again, when they are holding a quieter part of the line, and it was good to go among them, and hear the Irish speech of them, and say "Well done!" again to men who have done splendid things not only at Ghinchy and at Guillemont, but all through long, hard months at Loos, and further back than that, when some of them—the old Regulars—fought down from Mons, and up to the Marne and the Aisne, and in the battle of Ypres.

Their talk was of the Somme battles, and the three months that have passed since the great day at Ghinchy make all those hours seem like a dream to them—a queer night-mare out of which they remember intense moments, fantastic episodes, and the faces of friends who fought with them, and whose close comrades in those hours of fighting, and gone away to other comradeship.

"OUR HEADS ON FIRE." "It's hard to remember the history of things," said an Irish boy who was rubbing up his rifle while he whistled a little melancholy tune with a whimsical mouth. "This thing up here"—he gave his head a knock—"is just no good to one at all, when the fighting's on."

"Five minutes before we went over I was just shaking with fright, I was. And then I went running on, thinking of nothing, and mad to get at the Jerry boys. The officers were shouting 'Come back! Come back!' but we ran on, with all our heads on fire. There was nothing could stop us. We couldn't stop ourselves."

He and the Irish boys in the hut with him remembered a few little pictures of this fighting as though a white light had been cast on them, though all the rest was vague and blurred.

AT GERMANY WITH DEATH. "They came into a dig-out where one of their boys was killed," said an Irish boy who was rubbing up his rifle while he whistled a little melancholy tune with a whimsical mouth. "This thing up here"—he gave his head a knock—"is just no good to one at all, when the fighting's on."

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THE SUBMARINE CAMPAIGN.

MR. ARCHIBALD HURD'S VIEWS.

Mr. Archibald Hurd contributes the following article to the Paris Edition of the New York Herald:—

Confucius recommends us to "study the past if you would divine the future, and we may judge the naval prospects of the coming year from the events which have occurred at sea since the outbreak of hostilities in August, 1914.

When the war opened, the Central Powers believed themselves fully prepared at sea. The German naval preparations, pursued unremittedly over a period of nearly twenty years, were undertaken at a cost of about \$200,000,000 in order to frighten the British people into an attitude of neutrality.

In the preamble to the German Navy Act of 1900 it was candidly declared that "Germany must have a battle fleet so strong that even for the adversary with the greatest sea power a war against it would involve such dangers as to imperil the position in the world."

German naval policy failed; the British fleet was instantly mobilized when the war opened on the Continent and thus gained the initiative at sea which, during nearly two and a half years of war, it has never lost.

What course has the Central Powers taken? A review of the past may enable us to form some conception of what the future has in store. The Austro-Hungarian navy has been compelled to adopt a policy of almost unintermitted inactivity. The German fleet has shown more initiative. It has made some effort to convince the world that it is not, in a military sense, "contained."

THE BATTLE OF JUTLAND. The German claimed that they won a victory in the Battle of Jutland. The tests every war claim. Naval battles are fought with only one object in order to gain the right to use the seas for military and economic purposes. Since the Battle of Jutland, German naval activity has been confined to destroyer raids, the darkness of which have achieved no military results, and the submarine campaign against the merchant shipping of the Allies and, unfortunately, also of neutrals.

The submarine campaign is doomed to failure. No offensive was ever successfully developed which was not eventually met by an adequate defensive. The Germans are at present obtaining the benefit of what may be described as a new form of naval warfare, for the submarine as a practical seaborne weapon has been developed since hostilities opened. There is no reason to doubt that in the course of the coming year the submarine will be defeated. When that result has been produced what will happen? Will the High Seas Fleet again emerge from behind its minefields, supported by the coast artillery, the Coast, Reventon, and other German writers in close touch with the Higher Command have, time and again, asserted that the German naval forces will never engage at sea, unless there is an assurance that they will be opposed by approximately equal strength.

BUT THE GERMAN SEAMEN. The British Fleet is stronger absolutely and relatively than it ever was. Making allowance for its superior gun power, it is more than twice as strong in modern battleships and battle-cruisers as Germany, and it is adequately supplied with light cruisers and destroyers. The German attempt to trick the British admirals as in the spring of last year, but they will fail as they failed before. Unless Germany, therefore, determines in desperation to stake her all on a battle at sea, hoping, though doubtful, to catch the British off the coast, at least an equivalent number of British units, there is no reason to anticipate that during the coming year any serious effort will be made to break the iron domination which the British Fleet is imposing on the German Navy. The latter is also unable to use her naval power.

With every month that passes the Allies' command of the sea will be reinforced by new units and by the strength which comes from sea-keeping. What force factors in combination involve it is hardly necessary to explain. During the months ahead, sea power will be translated into land power. In the early phase of the war it brought to ruin Germany's military policy of a short sharp campaign against France to be followed by the defeat of Russia. It will bring to ruin the later military scheme which has involved in the war Bulgaria and Turkey. All those Powers which are not associated with Germany will continue to be benefited by sea, and all history attests that the sea controls the land. Admiral Mahan, remarked in reviewing the course of events after the battle of Trafalgar in 1805: "Amid all the pomp and circumstance of the war which for ten years to come desolated the Continent, and all the tramping to and fro over Europe, of the French armies and their auxiliary legions, there went on unceasingly that noiseless pressure upon the vitals of France, that compulsion, whose silence, when once broken, becomes the observer the most striking and awful mark of the working of the sea power." Throughout 1917 sea power will continue to be arrayed against Germany and her partners, and in due course it will bring them to defeat and ruin.

AMERICAN CONSUL'S LIBEL SUIT.

SEQUEL TO LI SUM LING'S VISIT TO AMERICA.

Before Justice Ford and a jury, trial was begun in the Supreme Court at New York on the 8th ult. of an action for libel begun against the New York Herald Company by John Fowler, of Winchester, Mass., who for many years was United States Consul in Chefoo, China.

The publication upon which Mr. Fowler bases his claim that his good name and reputation have been damaged consisted (says the New York Herald) of the report of an incident which occurred in New York in October, 1908, when Li Sum Ling, a highly educated young Chinese and the managing editor of the Chinese Mail, published in Hongkong, was making a tour through America, during which he was honored by many public officials, universities, boards of trade and commercial organizations.

Mr. Li on October 15, 1908, it appeared from testimony, had been received by Governor Guild, of Massachusetts. He had an appointment to meet the Mayor of Boston at half-past two in the afternoon, and was having luncheon in his suite in the Touraine Hotel, Boston, in company with two reporters of the New York Herald, who were his guests.

While they were at luncheon a bellboy brought to Mr. Li a Chinese calling card consisting of five characters embossed upon a sheet of scarlet paper. From the card Mr. Li was unable to identify his caller, who it was learned afterward, was Mr. Fowler, then Consul at Chefoo and at home on a leave of absence. The caller, however, was made welcome in Mr. Li's suite.

Mr. Fowler was then and is now suffering from serious physical disabilities. He was almost blind, deaf and very nervous. Strangers were obliged for the most part to communicate with him in writing. Failing to make his identity known either to Mr. Li or to the newspaper men, the stranger insisted that he must see Mr. Li at all costs. The reporters were impressed by what they called his incoherent and haughty manner, but Mr. Li, after vainly seeking to learn the nature of his caller's business, informed the stranger courteously of his appointment with the Mayor and asked him to return on the morrow.

Mr. Fowler, according to the defence, few into a rage and left the Touraine after characterizing Mr. Li, according to the testimony of George J. McLean, one of the reporters present, as a liar, a faker and a cheap coolie, and after having threatened to expose him in a Boston newspaper. A reporter misinterpreted the words of Mr. Li, and the Boston Journal called soon afterwards to interview Mr. Li, after vainly seeking to learn the nature of his caller's business, informed the stranger courteously of his appointment with the Mayor and asked him to return on the morrow.

The Herald of October 18 and 19 contained accounts of the incident, upon which is based the claim for damages. Mr. Fowler's counsel of record, George Hiram Mann, and his trial counsel, Emil E. Fuchs, contending that the publication was malicious and written in a vindictive spirit, in that it represented the plaintiff as being insane.

Mr. Fowler, the plaintiff, was called as the first witness, but the problem how to take his evidence was so difficult that he was withdrawn after his counsel had let him make an experimental but futile effort to read large writing in the sunlight streaming through the court room windows. Mrs. Cherris C. Knapp, in whose home in Winchester, Mass., Mr. Fowler resided, was called in the effort to show that the plaintiff, through her, had made by telephone an appointment with Mr. Li at the Touraine. The effort was unsuccessful, the Court sustaining an objection on the ground that the woman had never seen Mr. Li nor heard his voice.

Dr. Arthur J. Brown, executive secretary of the Presbyterian Board of Foreign Missions, testified to the high standing of Mr. Fowler in the consular service and among the Chinese missionaries, to whom he had been of great service during the Boxer troubles.

The plaintiff having rested, Robert Candler, of Jay & Candler, counsel for the Herald, called J. K. Ohl, who passed away in the summer of 1916, as a witness in vindictive spirit, in that it represented the plaintiff as being insane.

Mr. Fuchs, the plaintiff's counsel, called as the first witness, but the problem how to take his evidence was so difficult that he was withdrawn after his counsel had let him make an experimental but futile effort to read large writing in the sunlight streaming through the court room windows. Mrs. Cherris C. Knapp, in whose home in Winchester, Mass., Mr. Fowler resided, was called in the effort to show that the plaintiff, through her, had made by telephone an appointment with Mr. Li at the Touraine. The effort was unsuccessful, the Court sustaining an objection on the ground that the woman had never seen Mr. Li nor heard his voice.

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SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAIGON, CEBU & ILOILO	SAIGON	Feb. 21, Daylight
MANILA, CEBU & ILOILO	MANILA	Feb. 21, at Noon
WUHU	WUHU	Feb. 21, at Noon
AMOI & SHANGHAI	AMOI	Feb. 22, at 10 a.m.
SHANGHAI	SHANGHAI	Feb. 22, at 4 p.m.
SHANGHAI	SHANGHAI	Feb. 23, Daylight
AMOI & SHANGHAI	AMOI	Feb. 23, Daylight

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANU".

MANILA LINE. Twin Screw Steamers, "Chinghua," "Taming" & "Tea." Excellent Saloon accommodation and ships. Electric Fans fitted. Extra state-rooms on deck, aft, on "Taming" and "Tea."

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. "Anhui," "Chenai," "Yingchow," "Shantung," "Sinkiang" and "Sunning" with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SANDAKAN	HINSANG	WEDNESDAY, Feb. 21, at Noon.
SHANGHAI	CHOTSANG	THURSDAY, Feb. 22, Daylight.
HAIPHONG	TAKSANG	FRIDAY, Feb. 23, at 7 a.m.
MANILA	LOONGSANG	SATURDAY, Feb. 24, at 3 p.m.
SHANGHAI	WOSANG	SUNDAY, Feb. 25, Daylight.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang. Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BOENEO LINE.—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.

Tel. No. 215.

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215.

Agents.

THE ROYAL MAIL STEAM PACKET COMPANY.

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM

AND INTERMEDIATE PORTS

PLEASE APPLY TO

JARDINE, MATHESON & Co., Ltd.

AGENTS.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO. LTD.

AGENTS.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOI & FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING

HAITAN Capt. A. E. Hodgins FRIDAY, 23rd Feb. at 11 a.m.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, the INLAND SEA, JAPAN & HONOLULU. Sailings from Hongkong—Subject to change without notice.

STEAMER	Tons & Speed	Leave Hongkong
SIBERIA MARU	19,000-18 knots	Mon., 26th Feb.
TENYO MARU	22,000-21 knots	Tues., 6th Mar.
NIIPPON MARU	11,000-15 knots	Sat., 24th Mar.
SHIHO MARU	22,000-21 knots	Mon., 2nd April
PERIA MARU	9,000-14 knots	Mon., 16th April
KOREA MARU	19,000-18 knots	Thurs., 26th April

First Class to London G8345. (271-10.0) Return G8606. (2122)

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Bahia, Calcutta, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer.

For full particulars as to Passage and Freight apply to

T. DAIGO AGENT.

Telephone 291.

KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATE
-------------	----------	--------------	--------------

VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, NAGAOYA and YOKOHAMA

TAMBA MARU, THURSDAY, 8th March at Noon. Capt. Akamatsu, Tons 12,500.

SHIDZUOKA MARU, WEDNESDAY, 28th March at Noon. Capt. Noma, Tons 12,500.

NAGASAKI, KOBE & YOKOHAMA

NIKKO MARU, FRIDAY, 16th March at 10 a.m. Capt. Takada, Tons 8,500.

SHANGHAI, KOBE & YOKOHAMA

KITANO MARU, WEDNESDAY, 21st Feb. at 11 a.m. Capt. Fie, Tons 18,000.

PENANG MARU, SATURDAY, 24th Feb. Capt. Kashiiki, Tons 10,000.

SHANGHAI & KOBE

TOSA MARU, SATURDAY, 24th Feb. Capt. Sakamoto, Tons 10,000.

YOKOHAMA MARU, FRIDAY, 23rd Feb. Capt. Hirata, Tons 8,000.

BENTEN MARU, SUNDAY, 26th Feb. Capt. Tomita, Tons 8,000.

FOR DATES OF DEPARTURE APPLY AT THE COMPANY'S OFFICE.

EASTBOUND NEW YORK LINE via PANAMA CANAL.

(CARGO ONLY.)

NEW YORK via MANILA, SAN FRANCISCO, PANAMA AND COLON

For dates of departure and further information apply to

NIPPON YUSEN KAISHA,

B. MORI, Manager.

Telephones Nos. 294 & 293.

NOTICES TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "CITY OF VIENNA"

Captain J. W. PARSONS, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Honorable and Rowland W. W. & Co., Ltd., 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648,

To-day's Advertisements

SHIRE LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

THE Steamship "CARDIGANSHIRE" having arrived Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained. Goods not cleared by the 27th February, at 5 p.m. will be subject to sale. All broken, chipped and damaged packages are to be left in the Godowns where they will be examined on 27th February, at 10 A.M. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATTHEWS & CO., LTD., Agents. Hongkong, Feb. 20, 1917. 1917

TO LET

TO LET

OFFICES at 2 Connaught Road. OFFICES in King's and York Buildings. HOUSES in Canton Gardens, Conduit Road. HOUSES in Broadwood and Moreton Terraces. HOUSES on Shamshun, Canton. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

TO LET

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon. A FLAT in Humphreys Buildings, Kowloon. TO LET OR FOR SALE. Anyhow Marine Lot 48 with wharf area 54,000 sq. ft. suitable for coal storage or erection of godowns. Apply to HUMPHREYS ESTATE & FINANCE CO., LTD. Alexander Buildings. Hongkong, Feb. 7, 1917.

TO LET

NO. 10, SEYMOUR TERRACE. Apply to P. M. N. DA SILVA, 8, Des Voeux Road. Hongkong, Feb. 14, 1917. 1500

TO LET

FLATS in "Ewo Mess" No. 8, The Peak, apply Property Office JARDINE, MATTHEWS & CO., LTD. Hongkong, Sept. 1, 1916. 691

TO LET

NO. 42 Egan Street. Apply to PERCY SMITH, SETH AND FLEMING. Hongkong, Oct. 31, 1916. 1197

TO LET

OFFICES, 2nd Floor, St. George's Buildings. Apply to SHEWAN, TOMES & CO. Hongkong, April 7, 1916. 511

TO LET

OFFICES on 1st Floor, No. 3 Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd. Apply to CHINA FIRE INSURANCE CO., LTD. Hongkong, April 23, 1916. 50

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1897-1906. The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea level. To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, add 10 feet 4 inches to the height given in the table.

February 21st to 27th, 1917.

HIGH WATER				LOW WATER			
Day	Time	Height	Day	Time	Height	Day	Time
Feb. 21	9.15	1.2	Feb. 21	9.15	1.2	Feb. 21	9.15
Feb. 22	9.15	1.2	Feb. 22	9.15	1.2	Feb. 22	9.15
Feb. 23	9.15	1.2	Feb. 23	9.15	1.2	Feb. 23	9.15
Feb. 24	9.15	1.2	Feb. 24	9.15	1.2	Feb. 24	9.15
Feb. 25	9.15	1.2	Feb. 25	9.15	1.2	Feb. 25	9.15
Feb. 26	9.15	1.2	Feb. 26	9.15	1.2	Feb. 26	9.15
Feb. 27	9.15	1.2	Feb. 27	9.15	1.2	Feb. 27	9.15

ALEX. ROSS & CO.

Machinery Office Phone 27.

OUR AGENCIES:-

Napier, Ford and Repmobile Motor Cars, Buick, Cadillac and Scripps Marine Motors, Triumph and Indian Motor Cycles, Royal and Corona Typewriters, Dufresne Pumps and Colognash, Optimum Stoves, Jeyes Fluid, Carbonyl Stationery, Turner Oil and Gas Engines, Simpson and Lawrence Yacht Fittings, Dunlop Tyres, General Accident Motor Car Insurance.

WEEKLY NEWS FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave, so that you may receive it while at Home.

Price \$13 per annum, including postage.

CAN BE MAILED FROM THIS OFFICE.

THE CHINA MAIL, Ltd., Wyndham Street.

EXCHANGE.

Hongkong, February 20, 1917.	
On London	2/4
Bank Wire	2/4
On demand	2/4 7/16
30 days sight	2/4
4 months sight	2/4 11/16
Credit 4 months sight	2/4
Documentary 4 months sight	2/4
On Paris	3/6
Credit 4 months sight	3/6
On New York	56 1/2
On demand	56 1/2
Credit 60 days sight	56 1/2
On Bombay	100
On demand	100
On Calcutta	100
On demand	100
On Singapore	100
On demand	100
On Shanghai	11 1/2
On demand	11 1/2
30 days sight (private paper)	11 1/2
On Yokohama	110 1/2
On demand	110 1/2
Gold Leaf 100 (per tael)	47.90
Sovereigns (Bank's Buying Rate)	\$8.40 n.
Silver (per oz)	28 1/2
Bar Silver in Hongkong	18 1/2 nom.
Chinese Copper Cash	3 1/2 p.m.
Chinese Copper Cents	3 1/2 p.m.
Rate of Native Interest	7 1/2 p.m.
Chinese Sub. Coin	5 1/2 p.m.
Hongkong Sub. Coin	5 1/2 p.m.

POST OFFICE NOTICES.

Particulars of outgoing and incoming Mails will not be advertised in future. The Post Office will forward all correspondence posted by the fastest routes.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

LOCAL AND REGULAR MAILS

For	Week-Days	Sundays & Holidays
Tai O	5.00 P.M.	5.30 A.M.
Tai Po	10.00 A.M.	9.30 A.M.
Cheung Chow	2.00 P.M.	
Shatankok, Sha Tin and Sheungshui	4.00 P.M.	
Aberdeen, Antau, Ping Shan, Sai Kung, San Tin, Stanley	4.30 P.M.	

THE "CHINA MAIL" NOTICE

Communications relating to news should be addressed to THE EDITOR. Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith. All matters for publication should be written on one side of the paper only. Letters relating to business should be addressed to THE MANAGER. Rate of subscription to "China Mail" is \$36 per annum; per quarter and per month 12 and 9 cents respectively. The "China Mail" is delivered free to subscribers in Hongkong and Kowloon. Postage is charged at the rate of fifty cents per month. Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts, Credit 20 cts, per copy. Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty five cents each. Alterations and additions to Advertisements on Pages 2, 3, 4, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m. Alterations and additions to Advertisements on pages 1, 4, 5 and 8 should be sent not later than 1 p.m. New Advertisements should be sent in before 2 p.m. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegraphic Address "MAIL" Hongkong. Code: A.B.C. 5th Edition. Telephone No. 22. THE CHINA MAIL, LIMITED.

FROM SHEUNGWAN WESTERN BRANCH P.O.

For	Week-Days	Sundays & Holidays
Macao	7.30 A.M. 8.30 A.M. 7.30 P.M. 8.30 P.M.	7.30 A.M. 8.30 P.M.
Canton	7.30 A.M. 8.30 P.M. 7.30 P.M. 8.30 P.M.	7.30 A.M. 8.30 P.M.
Tai Ping	9.30 P.M. 9.30 P.M. 9.30 P.M. 9.30 P.M.	
Shak Ki	9.30 P.M. 9.30 P.M. 9.30 P.M. 9.30 P.M.	
Kowloon	8.00 P.M. 6.00 P.M. 8.00 P.M. 6.00 P.M.	
Kowloon	8.00 P.M. 6.00 P.M. 8.00 P.M. 6.00 P.M.	
Kau Kong	8.00 P.M. 6.00 P.M. 8.00 P.M. 6.00 P.M.	

In the case of Mails closing before 9 a.m. Registration closes at 8 o'clock on the previous evening.

HONGKONG REGISTER.

Barometer	20.04	20.30	20.81
Temperature	63	63	60
Humidity	52	43	37
Direction of Wind	N	NNE	ESE
Force	2	4	4
Weather	0	0	0
Rain	0.00	0.00	0.00

Without open air temperature on the 19th-44. Lowest open air temperature on the 19th-78. T. F. CLAXTON, Director. Hongkong, Observatory, Feb. 20, 1917.

RED FACES RED HANDS RED SCALP



Cuticura Soap

And other distressing, disfiguring skin troubles cleared by Cuticura Soap followed by anointing With Cuticura Ointment. Sample Each Free by Post. With 33-p. Skin Book. (Soap to cleanse and Ointment to heal.) For sample address: Postpaid, P. Newbury & Sons, 27, Chancery Lane, London, E.C.4. Sold every where.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.—In Victoria with two Bearers. Quarter hour, 10 cents. Half hour, 20. One hour, 30. Two hours, 50. Three hours, 70. Six hours, 100. Day (8 a.m. to 6 p.m.), \$1.00. If the trip is extended beyond Victoria, half fare extra. Between the hours of 8.30 p.m. and 5 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers. Hour, 0.60 cents. Three hours, \$1.00. Six hours, 1.50. Day (8 a.m. to 6 p.m.), 2.00.

III.—In the Hill District. With 2 Bearers With 4 Bearers. Quarter hour, \$0.15 \$0.30. Half hour, 0.20 0.40. One hour, 0.30 0.60. Two hours, 0.50 0.80. Three hours, 0.70 1.00. Six hours, 1.00 1.50. Day (8 a.m. to 6 p.m.), 1.50 2.00.

IV.—In the Island of Hongkong if engaged in Victoria. Ten minutes, 5 cents. Quarter hour, 10. Half hour, 15. One hour, 20. Every subsequent hour, 20.

Note.—If the rickshaws be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

RIKSHAS.

I.—In the Island of Hongkong if engaged in Victoria. Ten minutes, 5 cents. Quarter hour, 10. Half hour, 15. One hour, 20. Every subsequent hour, 20.

Note.—If the rickshaws be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.

Quarter hour, 5 cents. Half hour, 10. One hour, 15. Every subsequent hour, 15.

III.—Taipei Road.

Twenty cents shall be added for each extra hour or part of an hour if the hire caused the journey to take longer than: To 4th mile, single, 75 cents; 1 hour, return, \$1.00; 2 hours, single, \$1.20; 2 hours, return, \$1.50. Beyond 4th to 8th mile, single, \$1.20; 2 hours, return, \$1.50. Beyond 8th to 11th mile, single, \$1.50; 2 hours, return, \$1.75. Beyond 11th to 14th mile, single, \$1.75; 2 hours, return, \$2.00. Fares for journeys beyond the 14th mile to be a matter of previous arrangement in each case. The fares here set out to apply to one ricksha with three coolies from Tsim Sha Tsui.

FARES FOR PUBLIC CARRIAGES.

I. Not exceeding per passenger.

From Slaughter House to Sallors' Home, 04 cents. From Sallors' Home to Government Civil Hospital, 04. From Government Civil Hospital to Clock Tower, 04. From Clock Tower to Race Course, 10. From Clock Tower to Bay View House, 12. From Wanchai Market to Bay View House, 08. From Bay View House to Quarry Bay, 08.

II.—In the City of Victoria. Not exceeding per passenger.

Quarter hour, 10 cents. Half hour, 20. One hour, 30. Two hours, 50. Three hours, 70. Four hours, 90. Five hours, 110. Six hours, 130. One day from 8 a.m. to 6 p.m., \$1.25.

III.—Beyond Victoria. Not exceeding per passenger.

One hour, 20 cents. Two hours, 30. Three hours, 40. Four hours, 50. Five hours, 60. Six hours, 70. One day from 8 a.m. to 6 p.m., \$1.50. If a vehicle is discharged beyond the limits of the City of Victoria half fare.

WEATHER REPORT.

On the 20th at 11.30—Except from the Bonins to Hokkaido, a general increase of pressure is shown, considerable from the Leeches to Tournai, and slight elsewhere.

The anticyclone has strengthened and spread southward. A somewhat deep depression is still shown to the north-east of Hokkaido.

Strong monsoon is indicated along the east coast of China, and over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.07 inch. Total since January 1st, 0.60 inches, against an average of 2.29 inches.

Forecast for the 24 hours ending at noon on the 21st, February:—

1.—Hongkong to Cap Rock: N.E. winds, strong; fine.

2.—Formosa Channel: The same as No. 1.

3.—South coast of China between Hongkong and Lamcocks: The same as No. 1.

4.—South coast of China between Hongkong to Hainan: The same as No. 1.

OFFICIAL NIGHTS IN FEBRUARY.

The following table shows the Standard Time at which Official Nights end and begins during the month of Feb., 1917:

Date	Ends	Begins
Feb. 20th	6.40 a.m.	6.34 p.m.
" 21st	6.39 "	6.35 "
" 22nd	6.38 "	6.35 "
" 23rd	6.37 "	6.35 "
" 24th	6.37 "	6.35 "
" 25th	6.36 "	6.35 "
" 26th	6.36 "	6.35 "
" 27th	6.35 "	6.37 "
" 28th	6.34 "	6.38 "

ROYAL OBSERVATORY.

HONGKONG, DAILY WEATHER REPORT.

FEBRUARY 20, 1917.—a.m.

Season	Hour	Barometer at Sea Level	Temperature	Humidity	Direction	Force	Wind
Winter	8 a.m.	29.88	11	78	W	6	6
Summer	8 a.m.	29.88	11	78	W	6	6
Monsoon	8 a.m.	29.88	11	78	W	6	6
Trade	8 a.m.	29.88	11	78	W	6	6
Equatorial	8 a.m.	29.88	11	78	W	6	6
Sub-tropical	8 a.m.	29.88	11	78	W	6	6
Arctic	8 a.m.	29.88	11	78	W	6	6
Antarctic	8 a.m.	29.88	11	78	W	6	6
Other	8 a.m.	29.88	11	78	W	6	6

T. F. CLAXTON, Director.

Hongkong Observatory, Feb. 20, 1917.

1. BAROMETRIC, reduced to 33 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers of equal, r rain, s snow, t thunder, v visibility, w dew (wet), d drizzle.

7. RAIN in inches, tenths and hundredths.

extra is to be allowed for the return journey.

IV.—In Kowloon.

Not exceeding per passenger.	Not exceeding per passenger.
Quarter hour, 10 cents.	Quarter hour, 10 cents.
Half hour, 20.	Half hour, 20.
One hour, 30.	One hour, 30.
Two hours, 50.	Two hours, 50.
Three hours, 70.	Three hours, 70.
Four hours, 90.	Four hours, 90.
Five hours, 110.	Five hours, 110.
Six hours, 130.	Six hours, 130.
One day from 8 a.m. to 6 p.m., \$1.50.	One day from 8 a.m. to 6 p.m., \$1.50.

SHARE REPORT.

FEBRUARY 20TH, 1917.

Stock and paid up Value.	Quotations 11.30 A.M.	Last Dividend and date.	Rate based on last year div.
BANKS.			
Hongkong & Shanghai	\$715 a.	Final of 22-23, making 24-17 for 1916 and bonus of 10/- subject to deduction of Income tax	8 1/2 p.c.
MARINE INSURANCE.			
Cantons	\$50 \$875	\$7.50 making \$25 a/c 1 and interim of \$18 a/c 1915.	8 1/2 p.c.
North China	\$25 T. 156	Final div. of 15% making 27 1/2 a/c 1916 Interim of \$30 a/c 1915.	8 1/2 p.c.
Unions	\$100 \$900	Final of \$15 making \$18 for 1914 and int. of \$8 on account 1915	8 p.c.
FIRE INSURANCES.			
China Fire	\$20 \$156	\$7 and bonus \$2 for 1914.	8 1/2 p.c.
Hongkong Fire	\$50 \$387 1/2	\$27 for 1914	8 1/2 p.c.
SHIPPING.			
Douglas Steamships	\$50 \$113	\$1 final and \$8 bonus, making \$16 a/c 1915-16 \$1.25 for 1916	11 1/2 p.c.
Steamboats	\$15 \$19 1/2	Interim of 3/4 a/c 1915-16 Interim of 10/- a/c 1916.	6 p.c.
INDO-CHINA.			
"Shell" Transports	\$106 1/2	2/- int. a/c 1916 Coupon 27	7 p.c.
"Star Ferry"	\$10 \$33 b.	\$1.65 dividend 45 cents Bonus for year ending 30-4-16	8 1/2 p.c.
REFINERIES.			
China Sugars	\$100 \$113	\$12 for 1915	10 1/2 p.c.
Malayan Sugars	\$20 \$33 b.	P. 5 for 1915.	
MINING.			
Kailash	\$21 38/-	Final div. 5% free of income tax, making 10% a/c 1915-1916, coupon No. 8	4 p.c.
Langkat	\$10 T. 20 1/2	Tia. 1 for 1915	
Redden	\$10 \$6.40 a.	4/- a/c 1916.	
Frontier Mines	\$10 \$28 1/2	8% for 1915	
Ural Carbons	\$10 \$28 1/2		
DOCKS, WHARVES AND GODOWNS.			
Kowloon Wharves	\$50 \$33 1/2	8% for 1916 & bonus 8	4 p.c.
H.K. & Whampoa Docks	\$50 \$126 a.	\$2 1/2 interim a/c 1916	7 1/2 p.c.
HOTELS, LANDS AND BUILDINGS.			
Hongkong Hotels	\$107 a. x d.	Final of \$3 making \$4 a/c 1915	4 p.c.
Central Estate	\$100 \$93	Final div. of \$2 1/2 making 50 cents for 1915	7 p.c.
Hongkong Lands	\$100 \$91 b.	\$2 1/2 for 1915	5 1/2 p.c.
Kowloon Lands	\$50 \$33	\$2 1/2 for 1915	5 1/2 p.c.
West Point	\$50 \$73 a.	Final \$3-25, making \$5.25 a/c 1916	6 p.c.
Shanghai Lands	\$10 T. 50	6% interim a/c 1915	4 1/2 p.c.
COTTON MILLS.			
Ewo	T. 50 T. 145	Tia. 19 for year ending 31-12-16	10 1/2 p.c.
Shanghai Cottons	T. 50 T. 113 a.	Tia. 6 div. a/c year ended 30-6-16.	10